

CHAMPAGNE
MOET & CHANDON'S
DRY IMPERIAL... 12 Doz. Quarts \$50
As supplied to
H.M. KING EDWARD VII.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX PARIS" 1900
The Highest Possible Award.
**JOSEPH
GILLOTT'S
PENS.**
Of Highest Quality, and having
Greater Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893.
[367]

No. 14,057

號七十五零千肆萬壹第

日英拾月叁年玖十二緒光

HONGKONG, TUESDAY, APRIL 14TH, 1903.

式拜禮

號肆十月肆年叁零百九千壹英港香

PRICE, \$3 PER MONTH

STONE GINGER BEER
WAS FIRST BREWED IN THE COLONY
BY US IN THE YEAR
1864
OUR GINGER BEER TO-DAY IS
THE BEST.
**A. S. WATSON & CO.
LIMITED.**
ESTABLISHED 1841. [a1545]

**CUTLER, PALMER
& CO.'S**
Price \$11.75 PER DOZEN
Net
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a1546]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 10 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 10 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.30 p.m. Every 10 minutes.
8.30 p.m. to 9.30 p.m. Every 15 minutes.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 10 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.30 p.m. Every 10 minutes.
7.30 p.m. to 8.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th October, 1902. [a1033]

**VICTORIA
CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Specialty.
MCKIBBY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

**MACLAREN'S IMPERIAL
CANADIAN CHEESE,**
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a30]
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 375 lbs. net & 500 per Cask or Factory.
In Bags of 250 lbs. net & 33 per bag or Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st April, 1903. [a3321]

CARTRIDGES.
NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES.
Loaded with
Powder only. With Powder.
Primrose Cases \$8.25 8.60
Paganotti Cases 6.85 8.00
Ejector Brass Cases 7.50 8.25
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1902. [a165]

NOTICE!!!
GENUINE FIRST HAND PIANOS
BY THE FOLLOWING LEADING MANUFACTURERS:
**COLLARD & COLLARD, BROADWOOD,
STEINWAY, DORNEI, AND CHALLENGE.**
CAN ONLY BE OBTAINED FROM
LANE, CRAWFORD & CO.
THEIR SOLE AGENTS IN HONGKONG.
N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by makers
of COUNTERFEIT PIANOFORTES, the names of the well-known firm of
COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying
with each Piano a CERTIFICATE of AUTHENTICITY Signed by their Firm, and it is
earnestly requested that purchasers TO AVOID imposition will BEFORE PURCHASING
insist on its production, and satisfy themselves that the number and description of the instru-
ment correspond with the particulars in the Certificate.
LANE, CRAWFORD & CO. [a34]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS. [a72]

W. BREWER & CO.
93 and 95, QUEEN'S ROAD.
NEW BOOKS AND NEW EDITIONS.
**DAVID HARUM, VERY POPULAR
BOOK**
The Nation's Pictures: a Selection from
the Finest Modern Paintings in the
Public Picture Galleries Reproduced
in Colour ... each 0.50
My Reminiscences of the Anglo-Boer
War, by General Ben Viljoen ... 0.50
Memoirs of Paul Kruger ... 1.50
The Scottish Clans and Tartans ... 1.25
The Man with a White Face ... 1.75
Seaward for the Sea ... 0.45
Dog Cruises, by Ballantyne ... 1.75
The Fatal Legacy ... 1.75
The Promotion of Admiral ... 1.75
Hazel's Annual ... 3.00
Whitaker's Almanack ... 2.10
Her Royal Highness Woman, by Max
O'Beir ... 3.00
How to Make a Dynamo, by Croft ... 1.75
Racquets, Tennis and Squash, by Miles ... 4.25
Athletics, by Thomas ... 4.25
Infantry Training ... 0.50
The Art of Illustration, by Blackburne ... \$10.00
A Dictionary of Birds, by Newton ... 13.50
Life of Edmund Keane, by Molloy ... 3.50
The Love Letters of Honore de Balzac;
2 Vols. ... 10.50
The Good Queen Charlotte, by Fitzgibbon ... 5.00
Box-and-Dickens Places and People, by
Fitz Gerald ... 3.00
Some Memories of Paris, by Adolphe ... 3.00
NEW STOCK.
THE FRANKLIN TYPEWRITER.
AMERICAN PLAYING CARDS.
TYPEWRITER RIBBONS
(LARGE VARIETY).
No. 314 RELIEF PENS.
BIBLES AND PRAYER BOOKS.
**DE LA RUE'S NOTE PAPER AND
ENVELOPES.**
TABLE TENNIS.
SCRAP BOOKS (LARGE VARIETY). [a33]

MERE FILTRATION is, as people are now beginning to understand,
QUITE INEFFECTUAL for destroying the worst organisms that water
may contain.—"Daily Telegraph."
THE AQUARIUS COMPANY use PURE DISTILLED WATER
ONLY in the manufacture of ALL their TABLE WATERS.
CALDBECK, MACGREGOR & CO.
AGENTS.
AQUARIUS COMPANY.
Hongkong, 13th April, 1903. [a35]

COTTAM & CO. FIRST-CLASS OUTFITTERS.
SHIRTS.
WHITE, PRINT, ZEPHYR, AND MALT SHIRTS.
SMART DESIGNS. STYLISH FINISH. [a36]
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPERS TO CHINA FOR 75 YEARS.
Their Brands are famous known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on this label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$22 PER DOZ.
11 Years old—the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

C.P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.
DOURO PORT.
\$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY.
\$22 PER DOZ.
LA TORRE SHERRY,
\$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
**BENEDICTINE LIQUEUR—
D.O.M.**
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE.
WM. SCHMIDT & CO.,
Hongkong, 23rd November, 1902. [a125]

THE CHINA LIGHT & POWER CO. LD.
ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.
**INCANDESCENT LAMPS, ARC LAMPS AND
NEERST LAMPS SUPPLIED.**
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HONGHOM;
OR
SHEWAN, TOMES & CO., General Managers.
[a426]

**KODAKS,
FILMS,
PAPERS.**
PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.
DEVELOPING AND PRINTING
UNDERTAKEN.
GOOD WORK. PROMPT RETURN.
THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

ACHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.
FEW DOORS EAST OF HONGKONG HOTEL
Hongkong, 1st April, 1903. [a39]

**TIME IS THE TEST
OF ALL THINGS**
A SALE WHICH HAS BEEN INCREASING WEEKLY SINCE FIRST
INTRODUCED INTO THIS COLONY, POINTS TO BUT ONE THING. IT
MUST NEEDS BE GOOD TO WITHSTAND THE IMMENSE PRESSURE OF
UPRISING COMPETITION AND YET DEFY COMPARISON. SMALL
MARVEL, THEREFORE, THAT WITH THE FLIGHT OF WEEKS
**WATKINS' CROWN BRAND
STONE GINGER BEER**
HAS BECOME KNOWN AS THE FAVOURITE BEVERAGE OF THIS COLONY
WATKINS, LD., HONGKONG. [a37]

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. or SIEMSEN & CO. [a70]

BONZOLINE.
The SUBSTITUTE for IVORY in the
TROPICS. Does not crack or change its shape.
Is coloured throughout and always keeps its
colour.
Has the same hardness, click and elasticity
as the very best ivory.
BONZOLINE BILLIARD BALLS, size 2 1/8 inch.
Rs. 31/8 set of three.
BONZOLINE POOL BALLS, size 2 1/8 inch.
Rs. 126/- set of twelve.
BONZOLINE PYRAMID BALLS, size 2 1/8 inch.
Rs. 168/- set of sixteen.
BONZOLINE SNOOKER BALLS, size 2 1/8 inch.
Rs. 231/- set of twenty-two.

C. LAZARUS & Co.
BILLIARD TABLE MANUFACTURERS,
60 & 61, BENTINCK STREET,
CALCUTTA. 2119-2
GOVERNMENT NOTIFICATION.
INFORMATION has been received from
the MILITARY AUTHORITIES that
MUSKETRY FIELD PRACTICE will be
carried out TO-MORROW (WEDNESDAY),
the 15th instant, commencing at 10 A.M., about
a mile to the North-East of Kowloon City
in a northerly direction.
By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 8th April, 1903. [1114]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.
**ELEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all sizes, Nos. 10 to 888S. AIR GUNS and
AMMUNITION in Variety.**
WM. SCHMIDT & CO.,
Hongkong, 23rd November, 1902. [a125]

PUBLIC COMPANY
**THE PUNJON MINING COMPANY,
LIMITED.**
NOTICE IS HEREBY GIVEN that at a
Meeting of the Board of Directors of
the Company, held at the Company's Office,
No. 13, Beaconfield Arcade, Victoria, Hong-
kong, on Wednesday, the 8th day of April,
1903, the following Resolution was passed:—
That the final CALL of FIFTY CENTS
per SHARE upon all the Holders of
Ordinary Shares in the above Company in
respect of all the Shares held by them in
the above Company be and the same is
hereby made. Such Call to be paid to the
Company at their Bankers, the Hongkong
and Shanghai Banking Corporation, at
their Premises, Queen's Road Central,
Victoria, Hongkong, on or before the 9th
day of May, 1903.
And NOTICE IS ALSO GIVEN that in
accordance with Article 24 of the Company's
Articles of Association, Interest will be charged
as from the said 9th day of May, 1903, at the
rate of \$10 per centum per annum, upon all
Calls remaining unpaid after the said 9th day
of May, 1903, up to the actual dates of payment
of the same.
Shareholders are particularly requested to
note that upon presentation at the Office of the
Company of the Banker's receipt for payment
of the Call, together with the Certificate of the
Shares, in respect of which the Call has been
paid, an endorsement to that effect will be made
upon the Certificate.
By Order of the Board of Directors,
W. KEEFOOT HUGHES,
Secretary.
Hongkong, 9th April, 1903. [1100]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms Very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a184]
VICTORIA HOTEL,
SHAMONE, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

CLUB WHISKY
THE BEST VALUE ON THE
MARKET.
Per Doz. ... \$315
H. PRICE & CO.,
12, Queen's Road.
HOTELS.

HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matrons in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exit on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager. [a48]

**THE
PEAK HOTEL.**
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Meers on.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a132]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a343]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and Light Rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

HOTEL CRAIGIEBURN.
**PUNNETT'S GAP, THE PEAK, near the
Tram Terminus.**
Tel. 56.
For Terms, apply to the—
MANAGER.
Hongkong, 2nd July, 1900. [a50]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO**
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Heungpan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a254]

HOTEL INTERNACIONAL.
THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address—"Internacional."
Apply to—
THE MANAGER
Hongkong, 4th October, 1902. [a51]

I. TIMATION

A. S. WATSON & CO.,
LIMITED.AERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED
WATERS.THE WATER used is THE PUREST
that can be obtained, and is skillfully FIL-
TERED ON THE MOST SCIENTIFIC
PRINCIPLES.THE MACHINERY employed is of the
latest design and most approved type.THE BEST INGREDIENTS only are
used.GUARANTEEING ABSOLUTE
PURITY.

ENGLISH EXPERTS

Manage our Factories, and their actual
knowledge and constant supervision enable
us to produce waters of unrivalled excellence
and purity.A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.CHEMISTS AND DRUGGISTS BY APPOINT-
MENT TO H.E. THE GOVERNOR AND
HOUSEHOLD.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dress with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
a ready appearance to other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pines Codes: A.B.C. 5th B3.
Livers
P.O. Box, 33, Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 14th April, 1933.

WHEN men are arrested as they have been
lately at Singapore because they have been
discovered innocently taking snapshots of
the public buildings in the Colony, con-
sideration is again invited to the adequacy
of the reasons for the excessive precautions
which are taken not only in Singapore but
in many other places against the "spy."
We may associate in this connection the
recent story of the arrest of an alleged
Russian spy at Aden—a report the truth
of which, by the way, has been denied by
the Russian Admiral who was in the har-
bour at Aden at the time. Does it not
strike the average man that there is some-
thing very absurd about the shadowing
of strangers who may consciously or
unconsciously wander near a fortification
and perchance use a kodak to reproduce the
scene? Assuming the person in question
to be a spy, what information could he
supply as to the defences at our
ports which the great military Powers
of the world do not already know. The
War Office publishes the strength of our
garrisons, and it is not difficult for any-
body to ascertain the number and nature
of the guns at all or any of our ports, or even
of the whole available supplies of modern
guns in England or any other country.
The Aden incident has induced a writer
in the *Manchester Guardian* to remark that
in one sense the forts are a positive danger
to ourselves, for while an enemy would not
dare use a single warship for so foolish a
process as bombardment, he would willingly
hazard a steamer of the volunteer fleet in
rapidly landing 2,000 men to turn the
fortifications in rear and rush the garrison.
The writer quotes our own defences in
Hongkong in illustration. "At Hongkong,"
he says, "heavy guns are mounted on an
inland remote from the main garrison, and
a volunteer ship at night, along the trade
route to Canton, like any merchant steamer,

could rapidly land men, capture Stone-
cutters' Island, turn the guns on to the
dockyard, and effect a great deal of damage
before the men were dislodged." The ob-
vious comment upon this is that it would be
insane for any Power to attempt anything of
the kind, for it is extremely unlikely if a land-
ing were effected in this way that the oppor-
tunities would be given for doing any material
damage. But so far as Stonecutters' Island
is concerned, the theory may well provoke
smiles rather than fears, and we fancy that
in its application to any other British fort
the imagination of the author of this pretty
little theory would be found to have over-
reached itself.

The public auction sale of clotheons were by
Messrs. Hughes and Hough has been postponed
until to-morrow, at 10 a.m.

The American Bible Society has just shipped
a large consignment of Bibles, printed in the
Zulu tongue, to Capetown, to be distributed
among the Zulus.

Shooting in connection with the annual
Easter Meeting of the Rifle Association con-
cluded late yesterday afternoon. The results
will appear in detail to-morrow.

Mr. Andrew Carnegie has agreed to finance
a movement for the reform of the speaking and
writing of the English language. Mr.
Carnegie will give an annual donation of
£2,000.

Yesterday, Easter Monday, was largely ob-
served as a public holiday in the Colony.
Many picnic parties took advantage of the
favourable weather to enjoy themselves in the
usual *franco* fashion.

On the Parade Ground yesterday evening an
excellent programme of music was played by
the combined bands—the Sherwood Foresters,
33rd Burma and 10th Bombays. A special
feature was the bagpipe selections. There was
a very large attendance, including Sir William
and Lady Gascoigne.

Hiram Montgomery was charged at the
Police Court yesterday with wilfully remain-
ing in the Colony after the departure of his ship,
the *Howard de Troup*. He pleaded guilty,
and was fined \$25, with the alternative of a
month's hard labour. Funds were low, and
Montgomery went to prison.

The Commercial Intelligence Committee of
the Board of Trade have arranged with the
Foreign Office to send Mr. Henry Cooke,
British Commercial Agent at Moscow, to visit
Siberia on their behalf, in order to examine
and report upon the conditions of trade in that
country. Mr. Cooke will probably start from
Moscow early in May.

The four Chinese seamen of the fishing junk
which arrived recently at Shaokwan and re-
ported that two of the crew had mutinied on the
high seas and murdered the master and his wife
and son, were remanded at the Magistracy
yesterday charged with the manslaughter of the
two murderers, who jumped or were thrown into
the sea and are believed to have been drowned.

Singapore, reports the *Free Press*, says good-
bye humanly speaking for the last time to that
splendid old sailor, Admiral of the Fleet, Sir
Henry Keppel, who has spent his second
consecutive winter in those scenes which in the
active days of his career he knew so well and
loved so much. The Admiral left for home on
the 3rd inst. amid every mark of respect shown
to him by the officials and residents of the port.

A New York telegram reports that the fight
for the possession of the Southern Pacific
railroad has terminated in a complete victory
for the Harriman forces, and Keene has with-
drawn from the fight. It is believed that this
means a vigorous campaign of American capital
in the direction of Mexico, and the results are
being watched with the greatest interest. The
probable results are considered of international
importance.

As he was leaving the Star Ferry wharf on
the Hongkong side of the harbour the other
day, an Indian dropped his silver watch, which
a coolie obligingly picked up and then boited
with. At the cricket ground the Indian ran
the Chinaman to earth and had him taken to
the police station. When charged at the
Police Court the defendant denied the theft,
but the evidence against him was too strong
and yesterday he was sentenced to a month's
hard labour.

It is related that Major-General Baden-
Powell, who arrived in England last month
from South Africa on the *Kinfauns Castle*,
made himself very popular with the passengers
on the steamer; he sang at the concerts, recited
extempore verses, and presided over the Sports
Committee. The versatile General can write
equally well with both hands, and it is very
difficult, according to the stewards on the
Kinfauns Castle, to tell his left-hand from his
right-hand signature.

During the Easter Recess occasion has been
taken to give the Supreme Court a thorough
and much-needed overhaul. Inside the building
one can see nothing for bamboo scaffolding,
while the small of paint promises to last until
the Criminal Sessions start on Saturday. At the
Magistracy too the Courts are being completely
renovated for the first time for many years.
Curiously enough the witness-box has been
painted white in contradistinction to the general
scheme of darker colour used in the body of the
Court. Perhaps the white-painted boxes are
emblematic of the use to which they are put;
it can hardly be expected, however, that they
will long retain their pristine freshness of
appearance.

TELEGRAMS.

REUTER'S SERVICE.

THE EVACUATION OF MANCHURIA.

LONDON, 10th April.

The Times correspondent at Moscow says
that despite the strenuous opposition of certain
Russian Ministers, it has been finally decided
that the evacuation of Manchuria must be
completed. M. de Witte, the Minister of
Finance, has consistently urged the necessity
of this step on economic grounds.

THE STRIKE IN HOLLAND.

LONDON, 10th April.

Amsterdam was in partial darkness last night.

OBITUARY.

LONDON, 10th April.

The death is reported of M. Stoberbins,
the Russian Consul at Motovotza, who was
wounded by an Albanian sentry.

MR. W. HAYES FISHER'S SUCCESSOR.

LONDON, 11th April.

The Hon. Arthur Elliot, M.P., has been
appointed Financial Secretary to the Treasury.

PRESIDENT LOUBET TO VISIT
ENGLAND.

LONDON, 11th April.

The *Debate* states it is considered certain that
President Loubet will return the King's visit.

THE PHILIPPINE CURRENCY.

LONDON, 11th April.

The Washington Treasury continues to
purchase silver for the Philippines.

FIGHTING IN THE PHILIPPINES.

LONDON, 11th April.

The Americans captured Baseld, the
stronghold of the warlike Moros of Mindanao,
on Wednesday; one hundred Moros were killed
and many wounded; three Americans were
wounded.

RUSSIA IN THE FAR EAST.

LONDON, 11th March.

General Kourapatkin, Minister of War,
starts in a fortnight on a two months' tour to
the East; the tour will include Port Arthur,
Dalny, Japan, and Vladivostok.

SERIOUS ACCIDENT TO AN
EUROPEAN.

FALLS OVER A CLIFF.

A serious accident occurred to one of a party
of Europeans who were walking on the Jubilee
Road on Sunday afternoon. At a point on the
road they stopped, and Sanitary Inspector
O'Donnally, the one who met with the mishap,
crossed over near the edge to select a place
whereon he and his friends might rest. He
was standing on some newly-laid turf, and
had just uttered the words, "Here is a nice
place to sit," when the turf gave way and threw
Inspector O'Donnally off his feet. For the
first six feet or so of the descent the slope
was not a steep one, but after that it was
almost a sheer fall into the sea. Inspector
O'Donnally had no chance to regain his feet,
and he rolled head over heels for a distance
of some fifty feet, when a tree fortunately
arrested his progress and saved him from
what must have been almost certain death,
for he was now insensible and could have
done nothing to save himself had he fallen
into the water, which is deep all along the foot
of the hill. Two other European members of
the Sanitary Board, Inspector O'Keeffe and
Senior Inspector Conolly, were of the party,
and they descended the hill and succeeded
after great difficulty in getting the unconscious
man to the top. Whilst they were doing their
best to bring him round another European
rode up on horseback, and when the situation
had been explained to him he galloped off to
the nearest police station, whence a telephonic
message was transmitted to the Central Station.
From there an ambulance was sent to the scene
of the accident, but before it reached the spot
a carriage containing several Chinese gentlemen
came across the group on Jubilee Road. Very
obligingly the occupants descended and allowed
the injured man to be placed in the vehicle,
which some distance further on met the oncom-
ing ambulance. Inspector O'Donnally, who
had been taken in hand by the European ward-
master of the Government Civil Hospital,
was transferred to the ambulance and conveyed
to the hospital, where he is progressing favour-
ably, it is stated, despite the serious injuries he
sustained to his head and body.

THE LILLIPUTIANS.

Pollard's juveniles repeated the ever-popular
comic opera *The Geisha* last night in the
Theatre Royal. A better wind-up to a holiday
could not be wished for, and so evidently thought
the audience, which filled the house in every
part.

To-night the *Bells of New York* will occupy
the boards; also on Wednesday.

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 10th March.

The latest talk in shipping circles here is the
formation of a society for the training of
sailors for the mercantile navy, called forth, it
is said, by some remarks made by the Emperor
a short time ago, when it appears he expressed
a wish to see Hamburg in possession of a racing
yacht worthy of her position as the chief
commercial port of the empire. Influential
members of the ship-owning community and
others took up the matter, and after mature
deliberation came to the conclusion that if
anything was to be done in that direction it
must be on wider lines and with a view to
public utility. They therefore drew up the
following programme:—

- To endeavour to secure a steady flow of recruits to the mercantile marine.
- To train crews for yachting.
- To purchase of a racing craft that will do honour to the town.

This seems to have met with general approval,
and in order to carry it out an association
as stated above has been started under the
name of "Die Seefahrt." Money is flowing in
spite; single donations of £1,500 and upwards
have been received whilst the annual subscrip-
tions promised range from smaller sums up
to £200.

It has been stated by many at home as well
as on the Continent that a seafaring life no
longer appears to possess the same attraction
for boys as formerly; whether in our matter-of-
fact age the love of adventure is on the wane or
whether the hardships of a sailor's life act as a
deterrent or whether the wages compare un-
favourably with those obtainable on shore
would be hard to say, the fact, however, remains
that fewer lads enter the profession and this is
particularly marked in districts bordering on the
sea. Here in Hamburg for instance the greater
number of apprentices and boys shipped within
recent years have come from the interior of
the country, principally from South Germany;
perhaps because distance lends enchantment to
the view.

One of the chief objects of the new associa-
tion is to try to counteract this tendency by
offering inducements to lads in the town and
its neighbourhood to go to sea and by endeavour-
ing to enlist the sympathies of shipowners large
and small, of proprietors of sea-going vessels as
well as of coasting boats, river craft and
fishing smacks in the cause. They are prepared
in certain cases to provide the outfit and hope
by such means to obtain a steady increase in
the number of recruits.

It has long been a sore point with German
yachtmen that what successes they have
achieved have been gained with foreign crews,
chiefly English; as a special training is re-
quired to fit them for their work, which the
ordinary sailor lacks. This too the Society
hopes to remedy by paying particular attention
to this branch of seamanship.

Of the purchase of a yacht such as the
Emperor would wish to meet in friendly rivalry
nothing need be said, as it is hardly a matter
of general interest and certainly of minor
importance. The important point of the scheme
is the raising of the necessary number of sailors
to meet the steadily increasing demands of the
trade. New lines of steamers are continually
being started and by the time this resolves upon
the coasting service recently announced by the
Hamburg America Line in conjunction with
Messrs. Kuntz & Albers of this port, to run
from Hongkong and Shanghai via Chemulpo to
Port Arthur and back by Newchwang to Canton
will probably have been inaugurated.

Another new line to be opened by the same
company is that from Hamburg to the Mexican
ports direct, with a special eye to passenger
traffic. The luxuriously fitted up boats of the
"Princess class" have been reserved for this
route and the first of them, the *Prinz
Adalbert*, is advertised to sail on the 8th
April.

The following figures taken from the annual
report for the year 1932 lately published by
the shipping master's office of the Hamburg
America Line will bear out what has been said
above with regard to the need of more seamen
and at the same time illustrate the steady
growth of that company.

At the close of 1931 the fleet of the company,
the crews of which had been enrolled at the
shipping master's office, consisted of 119 ocean-
going steamers with, in the aggregate, 8,014
hands; at the end of the year 1932 the numbers
were 122 and 8,660 respectively. In 1932, 330
crews of together 19,199 hands were engaged,
compared with 332 crews and 19,645 hands in
1931; of these 612 were officers, 492 boatwains
and quartermasters, 4,136 men before the mast
and boys, 5,998 stokers and trimmers. The
remainder were connected with the inner
economy of the vessels, medical men and their
assistants, paymasters, stewards, butchers, bakers,
&c. The figures show an apparent decrease
against former years, but this is owing to the
new system adopted by the company of
engaging their hands for at least a twelve-
month instead of for a shorter period or single
voyages. The discharges amounted to 19,810
against 18,630 in 1931. The greatest number
of hands enrolled in one month was 2,759 in
April, the lowest 1,154 in July; the lowest
figure of discharges was 879 in February and the
highest 2,114 in December. A slight decrease
is reported in the number of deserters, viz. 1,322
against 1,461 in 1931, stokers and trimmers as
usual contributing by far the largest proportion.
Out of the wages earned by the men whilst at
sea the shipping master office has paid to their
families and other relatives 249,075.50 marks,
against 216,334 in 1931.

The plan of a direct service between England
and Canada long contemplated seems to be ma-
terialising at last, to use an American term. The

Canadian Pacific Railway Co. is stated to have
bought about twenty steamers of the Elder
Empire fleet of an aggregate tonnage of
100,000 tons and all of a comparatively recent
date, having been built in the years 1887 to
1902. They are chiefly freight boats and will
commence running as soon as their present
engagements expire. The ports selected in
Canada are Montreal and Halifax; goods can
be forwarded thence by the Pacific Railroad to
the east coast, where a line of steamers is being
organised for their conveyance further west,
thus connecting the mother country with her
distant colonies and dependencies on the other
side of the globe. It is hoped that a considerable
saving of time may be effected by this route.
Passenger boats will be added later on.

13th March.

The Society "Seefahrt" was definitely
constituted to-day. At a meeting of the
subscribers rules drafted by the originators
were submitted and adopted. A committee was
elected comprising the two Burgomasters of
Hamburg; Mr. Ballin, the well known director
of the Hamburg America Line; and several
other prominent members of the shipping
community. It was stated that the Emperor
had signified his intention of becoming an
active member and that a yacht had been
bought in England, the *Rainbow*, which
would henceforth bear the name of the *Hamburg*
and be manned by a German crew under a
German skipper.

BOXERISM IN CHINA.

The Peking correspondent of the *Shanghai Mercury* says:—

Most people were surprised to learn a week
ago that Boxer practices had attained the dimen-
sions of a formidable revival in this province
these first few weeks of Spring. It was regard-
ed as incredible at first that the military official
in the district of Tsun Hsu should capture a
dozen of the band there and kill more than half
that number while they were actually engaged
in their ceremonies or resisting arrest. Now
that the prisoners have been tried and beheaded
and a total casualty list of about twenty-five
people published to the world, we have been able
to see again that we are to expect anything and
be vigilant. Yuan Shikai does, and nobody
wants to reach a condition of confidence more
than he. Now, and for a long time to come, he,
as well as the high authorities of the court, wants
quiet, industry and taxes. They know that,
whatever their ends, a little matter of at least
a few years' repatriation is necessary.

The Viceroy iterates and reiterates his pro-
clamations against Boxer practices. He will
kill every practitioner and imprison every
official in whose jurisdiction the practices occur.
He will destroy the village that kills his soldiers
and he will have submission or death. He will
have the State strengthened with education,
reform, and western industries. And he will
recover whatever lost jurisdiction there is in
the provinces or the country when he can. He
will do these things and people must say
nothing against his plans. The people, however,
do not hesitate to criticise him, and being
unable to see the necessity of these things
attribute his activities to selfish motives as
usual, and accuse him of taking the substance
of the province for his own use. In Peking
they are very bitter. The hand of despotism
is not able to control them entirely, and we see
the proof of this in the Boxer disturbances
and practices. In most places the practi-
tioners are no more than highwaymen. They
make no distinction between convert and
non-convert, nor between soldiers of the
Viceroy, the mandarins and the people. They
do claim that the conditions of life under the
new scheme of taxes is intolerable. The land
tax has doubled. There is to be a new stamp
tax the first of the fourth moon. All these
things are unnecessary to them. They see no
good in so many soldiers who chiefly serve to
make them apprehensive. They do not want
education. These are some of the difficulties of
the provincial administration. I suppose they
can be duplicated in most of the other
provinces.

THE C.P.R. MAIL SERVICE.

In view of the scheme of the Canadian Pacific
to shorten their mail service to the Far East by
about five days, the following Canadian telegram
from the London *Express* bears a certain sig-
nificance:—

"The Dominion Government has published an
official invitation for tenders for a service of
steamers between Canada and Great Britain.
They must have speeds from eighteen to twenty-
one knots, and be wholly British-owned. It is
believed that both the Canadian Pacific and
Grand Trunk Railways will make tenders for
the service. It is one of the conditions of the
Government that no foreign ports are to be
touched, so that the former plan of running to
Portland (Maine) in winter is precluded. The
movement is hailed here with enthusiasm, and
it is hoped that the long-expected scheme may
be put in force. It is thought that the Cana-
dian Pacific has the best chance of securing the
subsidy offered by Canada, which will doubtless
be the former one of £150,000."

From the same journal we note that the
Allan Line, the pioneers of the Canadian trade,
have ordered two 10,000-ton passenger steamers
on the same lines as the *Bavarian*, to be built
at the earliest possible moment. This move is
believed to be due to the fact that the Morgan
combine intends to enter into competition with
the Allan Company as soon as navigation opens
on the E. F. Lawrences. The Canadian Pacific
Railway are also ordering fast passenger
steamers for the Canadian trade, and Sir
Thomas Shaughnessy, the president, is on his
way to England to discuss the question with
the European managers of the company.

CHINESE CONCESSIONS.

WHY CHINESE BONDS HAVE FALLEN.

A correspondent writing to the *Financial Times* on March 2nd says:—A fortnight ago it
was pointed out in the House of Commons that
of the many concessions for railways, mines, &c.,
obtained five years ago in China by British
companies, not one of them has been proceeded
with. In a Chinese Consular report just issued
it is suggested that the British Government
could in the future make itself of service by
issuing approved companies and syndicates of
acknowledged standing to acquire concessions
for railways, mines, &c., in clearly defined areas
under agreements to which the Chinese Govern-
ment, central and provincial, is a party. During
the whole period referred to we have had such
companies and everything in the power of a
strong and resourceful Government has been
done for them, with the result above noted.
The cause of the sad situation in which these
concessionaires find themselves cannot be re-
medied by any augmentation of their financial
means or an increase of their commercial cap-
abilities. There is a worm at the root, and
until it has been removed it is impossible to
look for any permanent improvement in the
value of Imperial Chinese industrial bonds,
however strongly these may be supported by
the British Government. The fact that there
are debts of the previous North China Railway
Administration which are still unpaid and
unprovided for has had a very unsettling effect
on the minds of investors. Four months ago
the price of the bonds fell 5 per cent., when it
became known that the lines had been handed
over to the Chinese, but that the settlement
of these debts had not taken place. These
obligations are admitted by the Chinese officials,
but they have been unwilling up to the present to
discharge them, owing to the peculiar manner
in which their finances are now controlled by
foreigners in their own favour.

The weak spot in our relations with China
in these matters is, therefore, of a moral char-
acter, as well as a commercial one. The following
quotation from Lord Curzon displays a keen
insight into the hidden forces then at work,
but now patent to all who are familiar with the
true state of affairs there: "Moral failure alone
can shatter the prospect that awaits Great
Britain in the impending task of the regenera-
tion of China." We are now face to face with
the realised circumstances which are therein
considered possible to arise. All the Continental
nations and Americans have proceeded with
the concessions obtained by them. Great
Britain only has stuck fast—a condition of
things which must continue till the North
China Railway debt has been settled, and the
confidence of investors in these British undertak-
ings inspired by the creation of new conditions
in the control of expenditure that will in the
future make impossible a repetition of the state
of matters which has existed for four years.

[The statement that the British companies
have not proceeded with one of their under-
takings is incorrect.—Ed. D.P.]

MARCONI ON WIRELESS
TELEGRAPHY.

Speaking at the meeting of the Associated
British Chambers of Commerce, Signor
Marconi said he thought wireless telegraphy
had now reached a stage when it could be
satisfactorily applied for communications
between lighthouses and the shore. He was
sorry to say in England there was no light-
houses connected with that system, but outside
England he could quote several instances where
it was used in that connection. In the United
States it had been used for two years between
Nantuxet and the shore, a distance of about
25 miles. In Germany it was used between the
Borsum Riff lighthouse and Borsum; also in the
Strait of Belle Isle between Newfoundland
and Labrador. In England it had been experi-
mentally used to the satisfaction of the Trinity
House Brothers, between the East Goodwin
and the shore. Therefore, he did not think
there was any technical difficulty. As to the
cost for a distance of 30 or 40 miles, a sum
of £300 or £400 would do the thing, whereas to
lay a cable cost £200 a mile. He thought this
would greatly increase the safety of shipping
and navigation. In addition to warships, there
were twenty-eight steamers sailing in British
waters carrying wireless telegraph apparatus.
In the case of lighthouses being fitted with
the apparatus they would have the additional
advantage of being able to communicate with
them and the shore. On the occasion of the
recent gale, one of the French passenger
steamers got into difficulties near the Goodwin
Sands, and signalled to a passing Belgian
steamer which had the apparatus, and was able
to communicate with another Belgian steamer
in Dover harbour. He was sorry to say no
English lighthouse was fitted with the wireless
system. He might be taken to be a part in
his statements, but if Trinity House or the
Board of Trade wished he would be very glad
to show them what could be done.

LATEST STEAMER MOVEMENTS.

The steamer *Gregory Apsar*, from Calcutta,
left Singapore for this port on the afternoon of
the 11th inst.
The C.M. steamer *Keenan* left Singapore
on the 12th inst. a.m. and is due here on the
17th inst.
The N.Y.K. steamer *Kinsuta Maru* (Bosny
Line) left Singapore for this port on the 11th
inst. p.m. and is expected here on the 17th inst.
The O.P.R. steamer *Altheim*, from Hong-
kong and ports of call, arrived at Yaucoover at
6 p.m. on the 11th inst.
The ill-fated O.P.R. steamer *Empress of
Japan* arrived in New York on the 10th inst.

MISCELLANEOUS NOTES AND NEWS.

REORGANISATION OF THE ROYAL DOCKYARDS.
An official announcement has been made of the impending great changes in the reorganisation of the Royal Dockyards. These will be of a far-reaching character, and are directed towards increasing the efficiency of these establishments. The Naval pensioner section employed at each yard was to be disbanded at the end of March and the men in it turned over to the Dockyards ordinary workmen. One administrative department is thus got rid of. Besides this the Admiralty are arranging for direct control over all work done by private contractors, with a view to saving much waste that has hitherto been occasioned.

LONDON BUSES.

The proceedings at the meetings of the two principal London omnibus companies' meetings do not show that any very tangible success has yet been achieved in finding a satisfactory motor omnibus. Last year the Road Car Company were trying a steam bus, but nothing has been heard of it lately. As at that time, so also now, the General Omnibus Company do not appear to be so active in the search as their rivals. The chairman of the Road Car Company is able to announce that experimental automobile buses of various kinds will soon be running, and the directors think they have discovered a good one. It is hoped that they have, says a contemporary. The difficulty of the problem is only equalled by its urgency. If possible, an engine which could use a heavy cheap oil would be a solution. Reliability and cheapness of maintenance might come in time. The necessity for a change arises not merely from the cost of fuel, but from the increasing competition of electric tramways and tube railways. Hence the salvation of the omnibus companies depends on a motor being discovered which will work more cheaply and drive the bus faster than the horse, and will at the same time be less costly in maintenance.

GREAT AMERICAN RAILWAY PROJECT.

A number of diplomatic representatives of American Republics conferred with Mr. Loomis, Acting Secretary of State, recently on the subject of the projected inter-Continental railway, which when completed will connect the railway systems of the United States with the systems of Argentina and Chili. The Governments interested are willing to further the scheme by liberal grants of lands and money. The cost of construction is estimated at 200,000,000 dollars. There will be 500 miles of connections. Mr. Davis, a former Senator, who is a member of the Permanent Inter-Continental Railway Committee, said he had been authorised to announce that Mr. Carnegie was willing to give financial support to the project at the proper time.

MILITARY SUICIDES.

Some interesting figures relating to suicide in the Army are printed in the *Matin*. The habit of self-destruction seems to be a declining one in all armies except the Russian, where thirteen men in every 100,000 take their lives with unflinching regularity every year. The proportion of suicides in the other great military countries is eighteen per 100,000 in France, twenty-four in Italy, thirty-six in Germany, and 105 in Austria. Different arms commit suicide in different proportions. The Foreign Legion is the most suicidal branch of the French service, with ninety-nine suicides per 100,000, whereas there are only fourteen suicides per 100,000 in the Gendarmerie. The cavalry commit suicide more frequently than the infantry, the infantry more often than the artillery, and the artillery more often than the engineers.

DEAD SODA-WATERS.

Twenty-five guineas and a half was the price paid at an auction sale in London last month for a bottle of soda-water. Its enhanced value arose from the fact that the bottle had been raised from the *Royal George*, which, founded in the year 1782. It was stated that the vendor was prepared to attest the genuineness of the relic, which has been in a museum for some time, and finally belonged to the Hope collection. Some sceptics wanted to know whether soda-water was invented when the *Royal George* sank. Bidding started with half-a-crown, and soon two bidders had it all their own way, and the price went up quickly to twenty guineas. At this price one would be buyer gave pause, but began again boldly, only to be shaken off at the monotonous "half," which his opponent had added to every one of his guinea bids up to twenty-five. The buyers of the bottle of soda-water were Messrs. Stevenson and Howell, Limited, 95A, Southwark Street, essence manufacturers.

NAVAL SECRET-SIGNAL CODE.

According to a London paper, it is stated that a new code of secret signals is about to be issued to the Navy, as the Admiralty considers that occasional sea-goes in the system employed is the best precaution for effectually guarding these important secrets. The captain of every warship, on commissioning, has to personally attend and receive the two precious little volumes from the Admiralty, and on paying off he has to personally return them. Meanwhile, he alone is responsible for their secure preservation, and usually keeps them locked up in different parts of the ship known only to himself and two or three senior executive officers. The two books, which are respectively the code itself and the key, are backed with lead, so that they might be dropped overboard and instantly lost should such a course become necessary during warlike. There is no secret in our whole sea service, which foreign naval intelligence departments would sooner get hold of than the private code of our fleet, and their agents are known to have offered as much as £5,000 for the unobtainable little books which have before now been stolen.

RELIGION AND GROceries.

A Chicago telegram says that a general shopkeeper named Norton, in the little town of Converse, Indiana, about sixty miles from the capital, has stirred up the whole countryside for miles about him by his decision to run his shop "as Christ would run it." He refuses to sell tobacco, and when the profits in any day reach 10s. he sells for the rest of the day at cost price. He gives away 200 loaves of bread to the poor each day, and those without money receive groceries free, while others who can pay a little get them at cost price. The result is that Norton's shop has attracted people from all the places near by to the detriment of other dealers, who bitterly complain. The run-on the shop has been so great at times that the police have been called there to keep order, and the authorities are now asking Norton to modify his methods, or they will be obliged to take summary measures.

BRITAIN'S BIGGEST LOCOMOTIVE.

"Britain's Biggest Locomotive," in the shape of the mammoth "Despard," which has been built by Mr. James Holden for the suburban traffic of the Great Eastern Railway, had been having a series of little trials runs when the last mail left, and several little defects have been discovered. Her "acceleration powers" are wonderful. In thirty seconds she can attain a speed of thirty miles an hour, which is at the rate of forty-four feet per second, an improvement of fifty per cent. on the most powerful of present suburban locomotives. The Great Eastern already hauls longer suburban trains than any other line, its maximum being sixteen of the new six-axle coaches, with seating accommodation for 350 passengers. When Decapods get common, the number of coaches will be increased to twenty, and the stations on the new Woodford and Ilford line have been made long enough to take trains of twenty coaches. The suburban platforms at Liverpool Street will have to be lengthened, for they are only just long enough for the present length of train.

BRITISH COLONIES AND THE NAVY.

Commenting on a recent debate in the House of Commons which arose in connection with a publication of the Colonial Conference Blue Book, the *Outlook* says:—Mr. Robinson might have regarded as his calm post-mortem of the war enthusiasm. To a total war expense of £260,000,000 the Colonies have contributed £2,000,000. Well, it was our war, and they gave their sons' lives in our aid. The Colonial contribution to the Navy is at the rate of 4d. a head, while ours at home is 16s. a head. Well, it is our Navy. Free-trade within the Empire is as yet a phrase, for the interests of Canada, Australia, and New Zealand are divergent and even opposed. Well, they are thinking of their trade and we of ours, of which theirs with us only forms one-fifth of the whole. It is a step in advance to have dispelled impossible dreams and put in their place substantial realities, on which account Mr. Austen Chamberlain's contention that further conferences will do good by producing further enlightenment is heartily to be supported.

THE SOUTH AFRICAN DIAMOND FIELDS.

THE STORY OF THEIR DISCOVERY.

The story of the discovery of diamonds in South Africa is one of the romances of the nineteenth century. Mr. Stead, in the *Review of Reviews*, reports an interesting interview with Mr. J. B. Robinson, the South African millionaire, at which he had the privilege of hearing the familiar story once more from the lips of the man who was the first to open up the diamond fields which twenty years later passed under the control of Mr. Rhodes.

"It was in 1837," said Mr. Robinson, "when I was driving down from my farm, where we had 1000 head of cattle, to a neighbouring town, when I heard the story that the great diamond had been found in the Vaal River. I had no sooner finished my dinner than I decided to abandon the journey, upon which I had started to go straight back over the road by which I came, and go and see for myself the country where the diamond had been found. My old Malay driver stared wonderingly at me when I ordered him to stop and drive back, but he obeyed, and as we drove northward I had time to reflect upon the story which I had just heard. It was the story, which I afterwards learnt much more in detail, of the finding of the Star of Africa diamond. You have heard the story, of course, many times, but it is a good story and always worth telling again."

"An old friend of mine, Mr. John O'Reilly, had outspanned at the farm of Schalk Van Nickerk, in the neighbourhood of Hopetown. When they were sitting on the step drinking their coffee, O'Reilly noticed a little girl playing with some stones before the house, the game which children have played ever since the world began. Some called it jacks; others it has different names in different countries. It is a very simple game; the child throws the stone into the air and catches it again; after having picked up another stone from the ground. The stone the little girl was playing with had a curious lustrous glow which attracted O'Reilly's attention. He spoke about it to Van Nickerk, who said it was only a shining pebble which the child had picked up somewhere. O'Reilly, however, said he wanted to look at it, so they got the stone and examined it. As the result of the examination it fascinated him more than ever. He turned to Van Nickerk and asked if he would sell it. 'Nonsense,' said the Dutchman. 'It is not worth anything; you can have it if you like.' It was in vain O'Reilly pressed him to name a price. 'Well,' said he, 'at least I will take it to Colenbergh and see what I can get for it, and whatever I get I will give you half.' When he got to the hotel at Colenbergh he showed it to a

man whom he met there, and asked him what he thought of it. 'Nothing,' said he, 'it is only a pretty pebble and not worth anything at all.' 'It will cut glass, anyhow,' said O'Reilly, and going to the window he cut a pane. 'That is nothing,' said the other; 'I can do the same with my gun-flint, and with the flint he made a scratch in the glass which was indistinguishable from the cut made by the diamond. In disgust they threw the stone out of the window, but afterwards O'Reilly went and picked it up again and put it in his pocket. In Colenbergh he met a colonial official, who seemed to think there might be something in it. At last he decided to send it down to Cape Town. A lapidary who had just arrived from Europe examined the stone and reported that it was a 214 carat diamond, and bought it for £500."

"Back went O'Reilly to Van Nickerk and paid him half the money, as he had promised. This set Van Nickerk thinking. He remembered that some time ago he had seen a little bushman who carried on a string round his neck as a kind of charm a big stone which had the same dull lustrous glow as that which had just been sold at the cost of £500. He saddled his horse and rode off to seek, and if possible, to find the bushman. He rode here and he rode there, but the missing bushman was nowhere to be seen. Wherever he went he left word that if the bushman turned up he should be sent on to him at once, and at last he turned homeward fearing that the prize had escaped him. Some time afterwards Nickerk got up early to harness two lean horses so as to drive into Hopetown. He saw a dirty little bushman sitting at the end of the house. 'Who are you?' he asked."

"Don't you know me, Baas? They said you wanted me." In the dim light Nickerk recognised his bushman. 'Have you got that stone,' said he, 'that you used to wear round your neck as a charm?' 'Yes, Baas,' said the bushman. 'Let me see it.' The bushman slowly and a dirty bag which he wore round his neck and produced a huge diamond. After a little bargaining the bushman agreed to part with it for a sheep. Nickerk drove off to Hopetown, where he sold it for £11,200. It was the famous Star of Africa—a diamond which was afterwards sold to the Countess of Dudley for £30,000. 'I tried to get it,' said Mr. Robinson, 'long afterwards, but I find it is no longer in the possession of the Dudleys. It is said to be somewhere in America, but I have never been able to trace it.'

"Of the subsequent history of that diamond I, of course, knew nothing. As I drove back to my farm all that I knew was that two diamonds had been found in the neighbourhood of the Vaal River, one of which had been sold for £11,200. When I got home I loaded up my waggons with water-barrels, guns, spirit, and everything that I required for 'camping out.' It was a good wagon, lined with bison—a portable home. I struck out for the Vaal River. When I reached it I had to cross by a very ugly drift full of boulders, and when I got to the other side a swarm of bushmen came down upon me just like a cloud of flies and demanded for a drink; they saw the water dripping from the barrels, and they thought it was spirit. They were mightily disgusted when, after catching it up in their hands, they found it was only water, nothing more. Afterwards, with great difficulty, I succeeded in getting them to go off to seek their chief. I then recrossed the river and, travelling up on the other side, I looked about for diamonds."

"I asked the natives whom I met if they had seen any pretty stones, and at last I found one man who had a diamond—the first that I came across on the Vaal River. It was a small stone, but when I offered him £10 he refused to part with it. I increased my offer to £12, but still he said 'No.' I was determined to have it, so I asked him what he would take for it; he said he would take twenty goats, nothing less. I sent off to the nearest farm and bought twenty goats for £7 10s., and so got possession of my first diamond. Shortly afterwards a Griqua came along. I asked him the usual question, if he had any pretty stones? He produced a handful of crystals, pebbles, and mixed up with them were a few small diamonds. After I had bought the diamonds, much to my disgust, the Griqua very calmly took up my very good crusher belt with a sick and put it upon his head. It was a piece of great impudence, but I controlled myself, as I saw that I could never put on the belt again after it had been on the native's head."

"He watched me very closely, and after he saw that I was not angry, and that I made no protest, he said, 'Now I see that you are a good young man, and as I to reward me for my goodness, he produced from some place where he had concealed it on his person a twenty-three carat diamond. 'You are a good young man,' he said; 'what will you give me for this?' 'No,' said I, 'what do you want for it?' 'I want your wagon, Baas,' he said. 'No,' said I, 'my wagon is my home; I cannot give you this wagon; but if you will wait until I can send for it I will give you another wagon.' 'It must be horse wagon, Baas,' 'Yes,' said I. 'With eight oxen,' said he. 'With eight oxen,' I replied. 'Baas,' said he, 'you will give me some sugar as well.' 'Yes,' said I, 'you shall have some sugar.' 'And tobacco?' he asked. 'And tobacco as well,' I answered. 'Baas,' he said at last, coming to the end of his stipulations, 'won't you give me some pounds of money to buy clothes for my wife?' 'Yes,' said I, 'you shall have some money too.'"

"With this he was contented; he offered me the diamond to keep till the wagon came. I sent down at once to my partner, telling him to buy an every-wagon he could get on the country side, to come himself, and to bring all the cattle with him from the farm. He did as I said him. And in a few weeks the Griqua received his wagon with eight oxen, sugar,

tobacco, money for his wife's dresses, and I had the diamond."

"The news spread like wild-fire through the country-side that a white man was giving away waggons and oxen for bits of stone. I set all the natives who came to work to seek for diamonds on one side of the river, and I set out my own fifty men—Kaffirs from Basutoland—to hunt for diamonds among the bushes and scrub on my side of the river. I may say that I had bought the land on both sides of the river so that I was working on my own property. When my men first came up I showed them a handful of diamonds, and told them to look at them. Now a Kaffir is marvellously acute in his observation of stones—so is a Boer—there is nothing that escapes them."

"Look well at these stones, I said, 'for I want you to find some more like them.' They examined them closely. 'Yes, Baas,' they said, 'we see what they are like.' 'Now,' said I, 'see if you can pick them up,' and I flung the diamonds down among the pebbles in the river bed. They picked them up without any difficulty. 'Now,' said I, 'go and hunt among the bushes by the side of the river, and see if you can find any more like them.' Off they started, and found nothing; the second day they went out, and that day was also blank. The third day they went at it again, and were equally unsuccessful; so they were on the fourth day, and on the night of the fourth day they were very much disheartened. They said there were no stones like the others, and it was no use looking for them. But as the other natives were finding diamonds all the time, on the other side of the river I was quite sure that there must be some on my side, and told them to go on again."

"Next morning, at sunrise, when I was having my coffee, I was startled by a great hullabaloo, and looking out I saw the whole gang of my men rushing towards me in a state of wild excitement. One of them had found a diamond of a good size; they all had come to see what I would do. 'What will you give me for it?' says he. 'I will give you ten cows,' I replied; and I sent the man into the herd to take his pick, and he marked ten of the best cows as his own. They had never dreamed of making such a bargain. Ten cows for a bit of stone! Off they went again after that and found diamonds every day; they all became rich, and I accumulated a goodly store of precious stones."

"My partner and I made a square with four waggons. We dug a hole in the ground, in which we buried the diamonds, and set upon the top of the hole on a chair manufactured out of packing cases. At last, after we had accumulated a large quantity, we decided we had better send them to London. We made a bales belt full of small pockets or pouches, in each of which we placed a diamond. When the belt was filled, my partner girded it about his body and started down-country for Cape Town, from whence he sailed to London. He was so afraid of losing his precious consignment that he never took off the belt until he reached London. His back was sore, as you can well believe, with this diamond belt tightly fastened round it night and day; but he never flinched. And it was in this way the first consignment of African diamonds reached London."

"I ought to have told you, however," said Mr. Robinson, "that on my way to the Vaal River I crossed the veldt at the very place where to-day you will find De Beers' mine in full activity. I had outspanned at a Boer's house on Sunday morning and asked to be allowed to stay there, as I wished to rest on Sunday. The Boer, with the invariable hospitality of his race, gave me leave and gave me coffee. I talked to him about diamonds, and asked if any had been found in the neighbourhood. He said that an old woman at a farmhouse a little distance off the road had, he believed, a stone of the kind that I wanted. Next day after receiving minute directions as to how to find the house, I sent the wagon on by road and, taking the footpath which he indicated, I found no difficulty in finding the house. The old woman had a diamond which, she said, she found in a dry watercourse near the house. Her house stood upon what was afterwards known as the diamond mine of Dutoitspan. The house in which she lived was plastered with soil, which was afterwards discovered to contain many diamonds. The Boer woman told me that at another farm a little further on another stone had been found. So I started off to seek it. On my way I shot two bucks near a tree, and soon after met the Boer De Beers, who asked me if I had been shooting, and I said 'Yes,' and then after a little talk he showed me a diamond. 'I went on to his house, which is now De Beers. I asked him where he had found the diamond. 'I found it,' he said, 'over there, just where you shot the springbok near the tree. It was a very curious coincidence, for beneath that tree was found the great diamond mine of De Beers.'"

"A great rush of diamond seekers came to the Vaal River, and after a time I thought I would go back to Dutoitspan and work the farm. The place was swarming with diggers, and claims thirty feet square were taken up and worked. At first no one went down deeper than eighteen inches or two feet. All the dirt down to that depth was dug up and carefully sieved, but then the gravel seemed to give out, and the miners came upon limestone. One day, however, a miner, having dug out all the gravel on the surface, thought he would dig down through the limestone and see how far it went; he did not get down more than nine feet when he found a big diamond. You can imagine the sensation that this produced. 'I took a partner and together we bought a claim for £300. After working it for a time I cleared £2,000, and being satisfied I told him he could have all that was left of the claim for himself. He was very grateful, and I profited by his gratitude nearly twenty years later.'"

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

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Ind. Coops & Co's	Per 8 Doz. Pts.	Doz.
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Bas. Light Gravity	19.00	4.75
Ale	21.00	2.65
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Do. do. do.	17.00	4.25
Do. do. do.	17.00	4.25
Blata, American	28.00	2.80
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Yebisu, Japanese	29.00	2.90
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Ind. Coops & Co's	Per 8 Doz. Pts.	Doz.
Guinness, Boar's	19.50	\$2.45
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H. PRICE & CO.

12, QUEEN'S ROAD.

GRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Customs, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Loose, Hinges, Treasures and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference. [113]

NOTICE.

WANG HING, JEWELLER, has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY AND WALSH) and has also kept his old Shop as a Branch Establishment, named **WANG HING & CO.** Hongkong, 23rd March, 1903. [472]

S. I. N. T. I. N. G.

SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. [92]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VOGES ROAD CENTRAL HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [796]

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS. SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 13th March, 1903. [3404]

HONGKONG ICE COMPANY, LIMITED.

FROM 1st MAY NEXT, until further notice, the retail price of ICE will be **TWO CENTS PER POUND.** Rates for One Ton and upwards, supplied to shipping, direct from the Works will remain as formerly. Cold Storage rates on application. **WM. PARLANE,** Manager. Hongkong, 11th April, 1903. [1129]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS. Dealers in **MARBLE AND GRANITE MONUMENTS.**

No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1902. [2]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Bookellers in the Far East. Hongkong, 14th February, 1903. [52]

10 CONNOISSEURS.

FOR SALE.

A SMALL Collection of the Choicest Old CHINESE PORCELAIN ENAMELS and BRONZES. For Particulars, apply to—"KERAMOS," Care of Daily Press Office. Hongkong, 4th April, 1903. [1064]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship FROM "COROMANDEL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex s.s. *Himalaya*. From Calcutta, ex s.s. *Japan*. From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N.* Co's steamers. Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th April, 1903. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON" are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 14th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th April, 1903. [10]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

A General Average Bond lying at the office of the Underigned, has to be signed and a deposit paid before delivery of cargo can be obtained.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** Agents. Hongkong, 10th April, 1903. [1125]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, KOBE, MOI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 7th April, 1903. [7]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 14th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th April, 1903. [10]

DAVID CORSAH & SON

MERCHANT NAVY NAVY BOILED LONG FLAX BELLAUGH CROWN TARTANING ARNHOLD, KARBURG & CO., Sole Agents.

COLD STORAGE

THE HONGKONG ICE COMPANY, LD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods. **WM. PARLANE, Manager.** Hongkong, 18th

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Connaught Road, Des Vaux Road and
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suitable for Offices, Stores, &c. Rents very
moderate.
Apply to—
S. A. SETH,
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KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [80]

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able from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

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FLATS IN MORETON TERRACE,
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THE HONGKONG LAND INVEST-
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Hongkong, 1st January, 1903. [71]

TO LET.

**TWO SPACIOUS GODOWNS—Nos. 85
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H. N. MODY,
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Hongkong, 2nd December, 1902. [82]

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**FURNISHED completely, with possession
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VILLAS, Des Vaux Road, Kowloon. Cool
and breezy. Facing Kowloon Bay. May be
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Care of Daily Press Office.
Hongkong, 25th March, 1903. [388]**

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**OFFICE, Airy and Commodious, No. 3,
QUEEN'S BUILDING, 8th FLOOR.**
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [887]

TO LET.

**"WESTBOURNE VILLA," NORTH
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KELLET.
Nos. 7, 11, 15 & 18, BELILIOS TERRACE.
"BISNEE VILLA," POKFULUM ROAD,
Land on sea front Kowloon Marine Lot No. 5,
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Hongkong, 2nd April, 1903. [1046]**

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Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 8th April, 1903. [1078]**

TO LET.

**OFFICES at 6, QUEEN'S ROAD
CENTRAL.**
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G. GIRAULT.
Hongkong, 3rd January, 1902. [72]

TO LET.

**NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
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SPANISH PROCUROTOR.
Hongkong, 1st January, 1903. [73]**

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**FROM April 1st, the GROUND FLOOR
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Vaux Road Central.
Apply to—
C. S. L.
Care of 81, Queen's Road Central.
Hongkong, 16th March, 1903. [854]**

BOARD AND RESIDENCE.

**MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]**

PRIVATE BOARD AND RESIDENCE

**NOS. 13 and 14, QUEEN'S ROAD
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Hongkong, 3rd March, 1903. [700]**

FIRST-CLASS BOARD & RESIDENCE.

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Apply to—
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"St. George's House,"
Hongkong, 15th March, 1903. [683]**

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**"TANG YUEN,"
European Supervision. Excellent Cuisine
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Apply—
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Hongkong, 2nd March, 1903. [681]**

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9, SELBORNE VILLAS,
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Hongkong, 14th February, 1903. [52]**

COMFORTABLY FURNISHED

**ROOMS, with Bath.
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**TOP FLAT of "SEAVIEW," WANGHAI
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And others to suit various requirements.
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Hongkong, 7th April, 1903. [735]**

TO LET OR FOR SALE.

**"EXCELSIOR," No. 10, SAN
LOURENCO, Macao. From 1st
April next.
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Dr. G. P. JORDAN,
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Hongkong, 3rd March, 1903. [698]**

GODOWNS TO LET.

**PRAYA EAST. Spacious. Two-storied
and Single-storied Godowns. Suitable
for Yarn or Cane.
Also Land for Coal storage.
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THE HONGKONG LAND INVEST-
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Hongkong, 31st March, 1903. [1092]**

TO LET.

**"HARTLEY," STONY BROOKE,
and "INGLEWOOD," RICHMOND
ROAD.
Apply to—
LAU CHU PAK,
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Hongkong, 7th March, 1903. [150]**

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**A FURNISHED HOUSE on MOUNT
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Hongkong, 8th April, 1903. [1101]**

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EASTERN SIERRA
Vladivostok
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Chonampo
Kai San
Macao
Hankow
Hanoi

THE FOREIGN TRADE OF JAPAN.
The report of the Yokohama Foreign Cham-
ber of Commerce for the year 1902 says:—The
returns of the foreign trade of Japan for the
year 1902 show an increase both in imports and
exports.

	1902.	1901.
Total exports	258,290,457	52,349,543
Total principal exports	122,218,701	119,559,183
Total imports	271,733,536	255,816,645
Total principal imports	89,292,505	83,386,688
Total exports	204,277,873	214,929,694
Total principal exports	81,843,345	96,008,080
Total imports	287,261,846	220,401,026
Total principal imports	109,534,020	76,299,120

The total value of the foreign trade of Japan
in 1901 was yen 531,020,903, in 1902 yen
503,261,888, and in 1900 yen 485,325,393.

Among exports, a satisfactory increase in
trade is shown in raw silk, and goods, also in
cotton goods, matting, matches, and fish oil.
Cotton yarn has suffered from the unsettled state
of the North of China, where it finds its most
ready sale, but prospects there are becoming
brighter and a growing trade in this article is
confidently looked forward to.

Matches.—This article is specially adapted to
cheap labour which is still to be found in many
parts, especially in the interior of Japan, where
it is calculated that an adult can live on 8 sen
(about 2d.) a day, but at the ports and in com-
mercial centres skilled labour with the advance in
commerce is finding its own level and though
still cheap as compared with Occidental countries
has much advanced in value.

Straw Braid increases in demand and more from
skill of the Japanese labour but also from its
cheapness.

Copper show a large decrease in the export,
chiefly owing to the increased home consumption.

Imports.—While there are not wanting signs
of a more healthy trade in this branch the
heavy increase in the importation of food stuffs
must tend to impoverish the people in the
current year, and increasing the balance of
trade against this country calls for a note of
warning and caution.

Rice has been largely imported towards the
end of last and during the spring of this year,
for what was at first thought to be only an
unimportant shortage in the crop of this country,
has turned out to be more serious in some of
the northern provinces, and famine has
caused much suffering among the poor.

This has only gradually become known, chiefly
through the reports of the foreign missionaries,
but it is gratifying to think that the foreign
communities of Japan have been the first to
carry relief to the sufferers in a substantial way,
and by their example have drawn the attention
of the public and thus averted a possible
calamity.

Cotton.—There is an increase of yen
19,000,000 in the imports but this is counter-
balanced by the falling off in the imports of
cotton yarn from Europe, and is diminished by
the export of Japanese cotton yarn. In many
items trade seems to be stationary, so near
are the values of both imports and exports to
those of the previous year.

Sugar.—The large falling off in the imports
is still to be attributed to the accumulation of
stocks imported previous to the imposition of
the consumption tax in 1901; these should be
now nearly exhausted, and trade will probably
flow in its normal course now onwards.

Indigo.—The importation continues in spite
of the competition of the artificial article.

Foreign Paper.—The rapid increase of news-
papers all over Japan, and of the publication of
books, has necessitated a large increase of import-
ation of foreign paper, though the output of the
paper mills of Japan is of some importance.

Other articles contributing to the total in-
crease of imports are mails, cloth, Italian cloth,
cotton velvets, and shirtings.

Machinery.—Here the falling off in imports
seems to show that the demand had been over-
done in 1901, but there is still a large employment
of labour-saving machines, and a careful cal-
culation of the wants of the Japanese people
should lead to a growing trade in such articles.

The value of the deliveries of the principal
articles of import in Yokohama during the past
year as compared with 1901 has declined about
four and a half millions of yen, but the increase
in the value of exports from Yokohama, was
more than three and a half millions greater
than in 1901.

The increase of foreign tonnage is about
100,000 tons.

The export and import of specie were as
follows:—

	Export.	Import.
Gold	453,312	11,447,853
Silver	1,575,277	2,571,247
Total	2,028,589	14,049,099
	Export.	Import.
Gold	20,183,668	10,651,210
Silver	1,977,691	209,540
Total	32,161,359	10,860,750

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1876, with Additional Article; Opium Con-
vention, 1886; Chungking Convention, 1891;
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Convention, 1897; Kowloon Extension, 1898;
Wei-haiwei Convention, 1898; Commercial
Shanghai, 1902.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1885; Conventions, 1886, 1887, and
1895; Frontier Trade Regulations.
United States—Tientsin, 1858; Additional
1868; Peking, 1890; Immigration, 1894.
Germany—Tientsin, 1861; Peking, 1890;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.
Japan—Shimonoseki, 1855; Liaotung Con-
vention, 1895; Commercial, 1896; New Ports,
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Trade, 1881; Port Arthur and Liaotung
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Portugal, 1888.
Final Protocol made between China and
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It is published at the Office of the Hongkong
Daily Press, and can be had from, and Adver-
tisements sent through:—
HONGKONG—Messrs. Kelly & Walsh, Ltd.
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LONDON, &c., via PORTS OF CALL	BALLARAT	Brit. str.	2 m.	F. R. Summers	P. & O. S. N. Co.	On 25th inst., at Noon.
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MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	ZAFIRO	Brit. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	On 26th inst.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	TAIYUAN	Brit. str.	2 m.	R. W. Almond	SHEWAN, TOMES & CO.	On 26th inst.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	BURNON	Ger. str.	2 m.	M. M. M. M.	MELCHERS & CO.	On 26th inst.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	CATHERINE APCAR	Brit. str.	2 m.	A. Stewart	DAVID SASSOON & CO. LD.	On 26th inst.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	KANSANG	Brit. str.	2 m.	G. Payne	JARDINE, MATHESON & CO.	On 26th inst.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	PAKI	Brit. str.	2 m.	C. R. Longden, R.N.	P. & O. S. N. Co.	On 26th inst.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	HIROSHIMA MARU	Jap. str.	2 m.	J. Nagao	NIPPON YUSEN KAISHA	On 26th inst.

SHIPPING.

ARRIVALS.
April 12, Bryde, Norway, str., from Canton.
April 12, CHUYEN, Chinese str., from Canton.
April 12, MATA, Bremen, German str., from Canton.
April 12, H. Lundin, Chinese str., from Canton.
April 12, EAST ASIATIC TRADING CO.
April 12, CHILLON, British str., from Canton.
April 12, A. Kinson, New York 30th October.
April 12, STANDARD OIL CO.
April 13, CARL DIERCKHUSEN, German str., from Canton.
April 13, G. & C. Chalkier, Hainan 9th April.
April 13, Heilow 12th General.—JESSEN & CO.
April 13, CHONGYAN, British str., from Canton.
April 13, DAPHNE, German str., from Canton.
April 13, S. Schipper, Java 4th April, Sugar.—EAST ASIATIC TRADING CO.
April 13, GLAUCUS, British str., from Canton.
April 13, Yokohama 31st March, General.—BUTTERFIELD & SWIRE.
April 13, HANSA, German str., from Canton.
April 13, HOIHEI, German str., from Canton.
April 13, Lorezen, Saigon 8th April, Rice and General.—JESSEN & CO.
April 13, KAOSHIMA MARU, Japanese str., from Canton.
April 13, K. Koi, Singapore 7th April, General.—NIPPON YUSEN KAISHA.
April 13, KWANGTUNG, Chinese str., from Canton.
April 13, H. Lund, Shanghai 10th April, General.—CHINESE.
April 13, ROSHIA, Russian steamer, 1,377 G. Stead, Chinkiang 8th April, Ground Nuts.—EAST ASIATIC TRADING CO.
April 13, LAIFU, German str., from Canton.
April 13, ZAFIRO, British str., from Canton.
April 13, H. Lund, 11th April, General.—SHEWAN, TOMES & CO.

DEPARTURES.

14th April.
DAPHNE, German str., for Swatow.
15th April.
BAHRENSBERG, German str., for Amoy.
VESSELS IN DOCK.
9th April.
ABERDEEN DOCK.—Ulaband.
Kowloon Dock.—Kinsan, Companies de Filipinas, Shewan, Zofiro, Hyades, Chingyue, Montague, Hua, Lantun River, H.G.M.S. Jaguar, Formosa.
COSMOPOLITAN DOCK.—Babelberg.

SHIPPING REPORTS.

The British steamer Zofiro, from Manila 11th April, had light variable winds and moderate N.E. swell.
The British steamer Glaucus, from Yokohama 31st March, had strong breezes and thick haze weather, wind N.E.
The British 4-masted barque, Chillon, from New York 30th Oct., spoke the Courier, French, lat. 44 S., long. 144 E., from New York for Hongkong, 101 days out.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above ports TO-DAY, the 14th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LD., Agents.

Hongkong, 7th April, 1903. [1079]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAINAN,"

Captain Hodgins, will be despatched for the above ports TO-DAY, the 14th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS STEAMSHIP COMPANY, LIMITED.

Hongkong, 10th April, 1903. [1123]

FOR CHEFOO, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"SAVOIA"

Captain Deinat, will be despatched for the above ports TO-MORROW, the 15th inst., at Noon.

This steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th April, 1903. [1090]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"DAYERN,"

OF THE NORDDEUTSCHER LLOYD, Captain H. Bleeker, due here with the outward German Mail about THURSDAY, the 16th inst., at Noon, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 13th April, 1903. [15]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT & SANDAKAN.

Taking Cargo at through rates to TAWAU, LAHAD DATU AND LABUAN.

THE Company's Steamship

"BORNEO,"

Captain Muhl, will be ready to load for the above ports on THURSDAY MORNING, the 10th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 13th April, 1903. [1125]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched for the above ports on SATURDAY, the 18th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th April, 1903. [1127]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE

MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH

ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED STEWARD CARVED.

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 9th January, 1903. [329]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Owners or the Crew of the following Vessels during their stay in Hongkong Harbour:

Extrane, British 4-m. barque, McBrayde—Standard Oil Co.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
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TACOMA	A. Dixon	2,912	April 17th
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HYADES	Geo. Wright	3,753	May 5th
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SHAWMUT	W. M. Smith	9,606	May 21st
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Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DEWELL & COMPANY, LIMITED, GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY 22nd April.

R.M.S. "TANTAR" ... 4,425 Tons ... WEDNESDAY 23rd May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY 19th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY 27th May.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY 3rd June.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY 24th June.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY 15th July.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY 22nd July.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY 5th Aug.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY 12th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVE (B.C.) in 12 DAYS ("TANTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Map, Guide, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL.	"KEEMUN"	On 17th April.
GLASGOW and LIVERPOOL.	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL.	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL.	"HYSON"	On 6th May.
GLASGOW and LIVERPOOL.	"AJAX"	On 13th May.
GLASGOW and LIVERPOOL.	"ANTENOR"	On 20th May.
GLASGOW and LIVERPOOL.	"PELEUS"	On 27th May.

HOMEBWARDS.		
FOR	STEAMERS	TO SAIL
LONDON and ANTWERP.	"GLAUCUS"	On 14th April.
LIVERPOOL via MARSEILLES.	"PATROCLUS"	On 18th April.
MARSEILLES and LONDON.	"DEUCALION"	On 28th April.
ANTWERP.	"JASON"	On 12th May.
LIVERPOOL via GENOA.	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP.	"TANTALUS"	On 21st May.
LONDON.	"PATROCLUS"	On 28th May.
LONDON.	"HYSON"	On 3rd June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA.	"KEEMUN"	On 18th April.
	"AJAX"	On 20th May.

The S.S. "KEEMUN" left Singapore on the 12th inst., a.m., and is due here on the 17th inst.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th April, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.	"HANGCHOW"	On 15th April.
TIENTSIN.	"KWEIYANG"	On 15th April.
MANILA.	"TAIYUAN"	On 21st April.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	On 21st April.
KOBE and YOKOHAMA.	"ISINAN"	On 28th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unreserved Table. A duly qualified Surgeon is carried.

↑ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

↑ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th April, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	JAVA	Noon, 15th April.	Freight or Passage.
SINGAPORE, COLOMBO and BOMBAY.	PERIN	About 18th April.	Freight only.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea).	MALACCA	About 18th April.	Freight or Passage.
LONDON &c.	BALLAARAT	Noon, 25th April.	See Special Advertisement.
SHANGHAI.	BERGAL	About 25th April.	Freight or Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th April, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALBANY, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND FREIGHT.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
↑ SACHSEN	WEDNESDAY 18th April
↑ KIATSCHOU	WEDNESDAY 25th April
DAYEN	WEDNESDAY 13th May
STUTTGART	WEDNESDAY 27th May
BOON	THURSDAY 11th June
PREUSSEN	THURSDAY 25th June
HAMBURG	THURSDAY 9th July
PRINZ HEINRICH	THURSDAY 23rd July

↑ Calling at Amsterdam.

ON WEDNESDAY, the 15th day of April, 1903, at Noon, the Steamship "SACHSEN" of the Norddeutscher Lloyd, Captain Franke, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th April. Cargo and Specie will be received on Board until Noon on TUESDAY, the 14th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

And Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA PORTS OF JAPAN, HONK, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	W. E. Craven	April 20, 1903
"INDRA-URA"	4,899	A. E. Hollingsworth	May 14, 1903
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 31st March, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, BLACK SEA, LEVANT, VENICE and ADRICATIC PORTS).

THE Company's Steamship

"FRANZ FERDINAND." Captain Martinovich, will be despatched as above on THURSDAY, the 16th inst., P.M. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 3rd April, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA." Captain Mosca, will leave for the above places on FRIDAY, the 17th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 10th April, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDI" 5th May.

"SAGAMI" 23rd May.

For Freight and further information, apply to DODWELL & CO., L.D., Agents.

Hongkong, 6th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALBO.

PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Ville de la Citad, which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Wednesday, the 22nd April. Specie and Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th April, 1903.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM-NAVIGATION Co.'s fortnightly service house to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 14th April, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR PERSIAN, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 25th APRIL, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th April, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHINGWO."

Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 6th April, 1903.

"SHIRE" LINE OF STEAMERS.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the PHILIPPINE PORTS).

THE First-class Steamer

"PENBROOKSHIRE"

will be despatched on or about FRIDAY, the 15th May.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th March, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to S. M. WANG & CO., L.D., 81, Queen's Road Central.

Hongkong, 25th February, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).

Depart from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class ... \$2.40

2nd ... 1.00

3rd ... 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Street West.

Hongkong, 11th March, 1903.

PRINTING OF ALL KINDS at the most moderate prices at

THE "DAILY PRESS" OFFICE.

All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

A. S. WATSON & CO., L.D., HONGKONG, AGENTS.

[1882-3]

After a Call

—when a woman has gone through an afternoon of them—one is pretty well worn out. Then's the time a woman will enjoy a cool glass of

Rainier Beer

Every home should have a supply on hand—always. Each member of the family will attend to the disposing of it with considerable pleasure.

A. S. WATSON & CO., L.D., HONGKONG, AGENTS.

[1882-3]



VICHY'S
Genuine Natural Mineral Water
SPECIALITY OF THE FRENCH GOVERNMENT
HOPITAL-DIAGNOSIS of the Stomach
GRANDE-GRILLE Liver complaints
CELESTINS, Gout, Gravel, Diabetes
VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters
COMPRIMES VICHY-ETAT
Allowing any one to prepare himself
chilled water at home.
BEWARE OF FORGERY

SAVARESSE'S
SANDAL CAPSULES
Not made of Gallicine; most efficacious, because absolutely pure English Oil.
Full Directions. All Chemists.
Insist on Savaresse's.

MARTIN'S
APIOL & STEEL PILLS
A French Remedy for all irregularities. Increases the action of the system and improves the circulation of the blood. It is the only remedy that can be administered. These pills have been recommended by the most distinguished medical authorities. At all Chemists and Druggists. Solely in the MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

BUDWEISER BEER.
EXTRA PALE LAGER in CLEAR BOTTLES OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.
LEADS IN EXPORT AND QUALITY.
This Beer is brewed of best Speltz Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents:
Hongkong, 25th July, 1902.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.
HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.
SUBSCRIPTIONS—
EXCHANGE LINES.
\$100 Per Annum.
PRIVATE LINES
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